

# BookletChart™

## Massachusetts Bay

NOAA Chart 13267

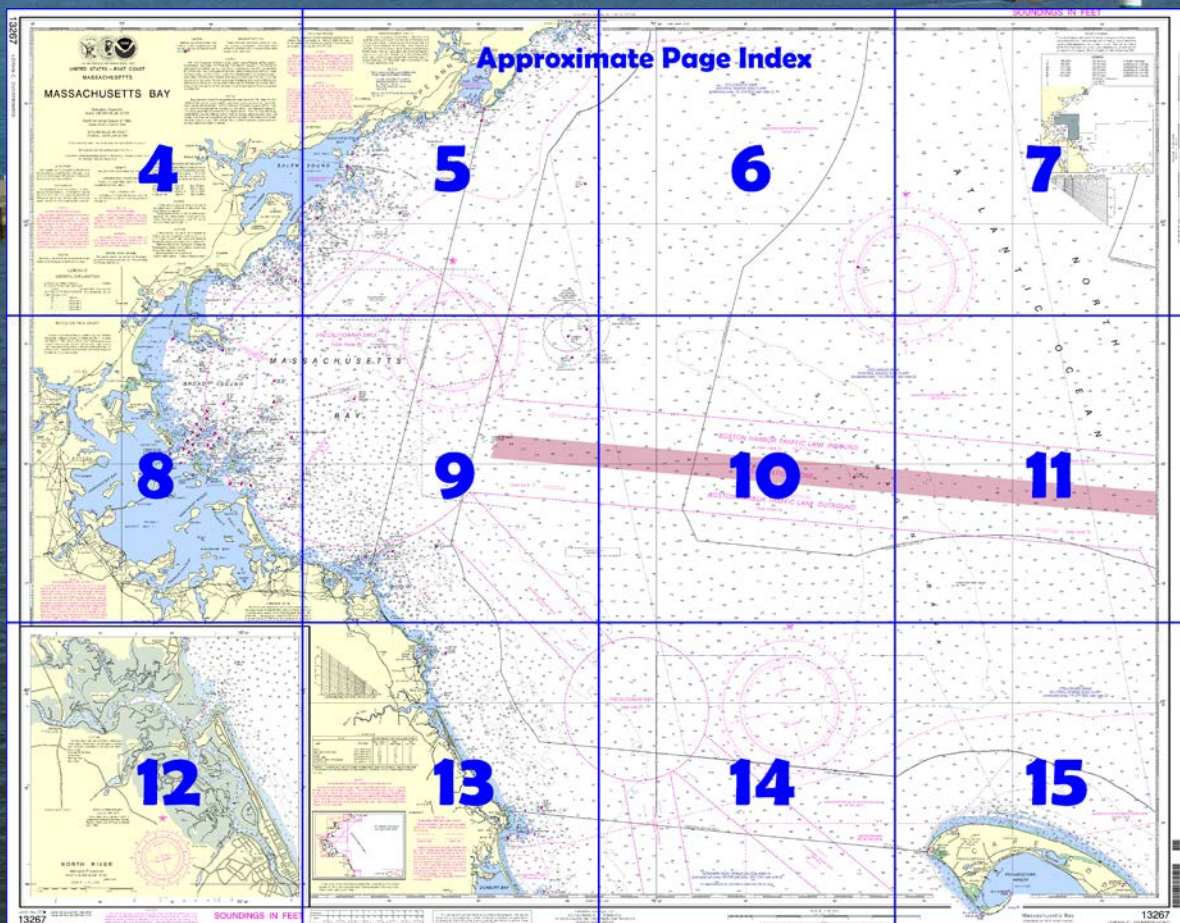


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
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### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13267>.



#### (Selected Excerpts from Coast Pilot)

**Massachusetts Bay** is the body of water lying westward of a line connecting Cape Ann Light on Teacher Island with Race Point Light on the northwestern extremity of Cape Cod, about 38 miles south-southeastward. It includes Boston Harbor and Cape Cod Bay. Between Cape Ann Light and Boston Harbor, 24 miles to the southwestward, the principal harbors are Gloucester, Beverly, Salem, Marblehead, and Lynn, all available to vessels of

moderate draft.

**New Inlet**, on the north side of **Fourth Cliff** and 2 miles southward of Scituate Harbor, is the approach to North River and South River.

The inlet had a reported depth of about 10 feet over the bar in 1979. It is marked by a fairway bell buoy off the entrance and by several channel buoys, but the channel is subject to change and is never entered except by small craft with local knowledge. Strangers should not attempt to cross the bar on the ebb with an easterly wind or in heavy seas as waves break across the bar. The bar consists of boulders that are reported to be particularly numerous on the south side of the inlet. A strong current flows out of the inlet during the falling tide.

In 1993, a submerged rock was reported near the center of the channel about 20 yards southwest of Buoy 4.

Sand and gravel were formerly shipped from a wharf on the east bank about 1 mile above the mouth of **Herring River**, a tributary of North River from the north. Uncharted private buoys that are frequently shifted with changing conditions mark the river. In 1979, it was reported that with local knowledge about 4 feet could be carried to the wharf and to a marina in a basin about 0.4 mile above the wharf. The marina boatyard has a 25-ton mobile hoist that can haul out craft up to 60 feet in length for hull and engine repairs, or dry covered or open winter storage. Gasoline, diesel fuel, electricity, water, and a pump-out facility are available at the floats, which have a reported 3 to 6 feet alongside. Ice, provisions, and marine supplies can be obtained at the marina, and restaurants are available nearby.

**North River** formerly emptied into the sea near **Rexhame**, but its present outlet dates from the great storm of 1898. The river has been partly cleared of boulders to **Hanover**, 10 miles above the entrance. The depth to this point is about 2 feet. Local knowledge is advisable to navigate the river. Navigation at spring tides in excess of 9 feet above mean low water is difficult because of flooding of large areas of marshland on either side of the river. The channel to the State Route 3A bridge is partially marked by privately maintained stakes in the summer. There are two marinas at the first highway bridge. The one on the north bank just east of the bridge is principally for outboards; a pump-out facility, a small-craft launching ramp, and a 20-ton crane are at the facility. The marina on the south bank just west of the bridge has gasoline, a pump-out facility, and water available at a float which had 3 feet of water reported alongside and a paved small-craft launching ramp. Outboard boat rental and bait are available.

About 1.5 miles above the first highway bridge, at Kings Landing, is a boatyard. Boats up to 40 feet in length are hauled out on skids for hull and engine repairs or open winter storage. The river has a posted **speed limit** of 5 miles per hour.

**South River**, emptying through New Inlet from southward, is used by fishermen and yachtsmen. **Humarock** is a small village on the beach between South River and the ocean, 1.5 miles southward of New Inlet. Local knowledge of the river channel is advisable to navigate to the town. In 1979, the reported controlling depth was 3 feet from the entrance to the first bridge and thence shoaling to bare about 350 yards above this bridge. In 1985, a sunken wreck was reported in the channel in about 42°08'50"N., 70°42'10"W.

A **speed limit** of 5 miles per hour is posted on the river.

The Marshfield Yacht Club is on the west bank about 0.3 mile above the first highway bridge; a depth of 4 feet is at the float landings. Water and electricity are available at the floats. The **harbormaster** can usually be found here. There is a boatyard on **Littles Creek** about 0.5 mile northwestward of the first bridge. Boats up to 40 feet in length are hauled out at high water for dry winter storage and minor repairs.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

MASSACHUSETTS - EAST COAST

## MASSACHUSETTS BAY

Mercator Projection  
Scale 1:80,000 at Lat. 42°20'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

## NOTE C

## TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approach to Boston Harbor, but are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic and to be free of ship traffic. The separation zone should not be used except for crossing purposes. When crossing traffic lanes and the separation zone use extreme caution.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.

## HEIGHTS

Heights in feet above Mean High Water.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 1 and 2 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOTE B

## PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## BOSTON NORTH CHANNEL

The project depths are 40 feet in the eastern part and 35 feet in the western part. For controlling depths see chart 13270.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: \*

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown. The U.S. Food and Drug Administration and the National Marine Fisheries Service advise all commercial and recreational fishermen to avoid harvesting fish and shellfish from the vicinity of the industrial waste site due to the undetermined location of numerous toxic waste and low level radioactive waste containers.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

|                  |         |             |
|------------------|---------|-------------|
| Boston, MA       | KHB-35  | 162.475 MHz |
| Hyannis, MA      | KEC-73  | 162.550 MHz |
| Essex Marine, MA | WNG-574 | 162.425 MHz |
| Stratham, NH     | KZZ-40  | 162.450 MHz |

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notices to Mariners.

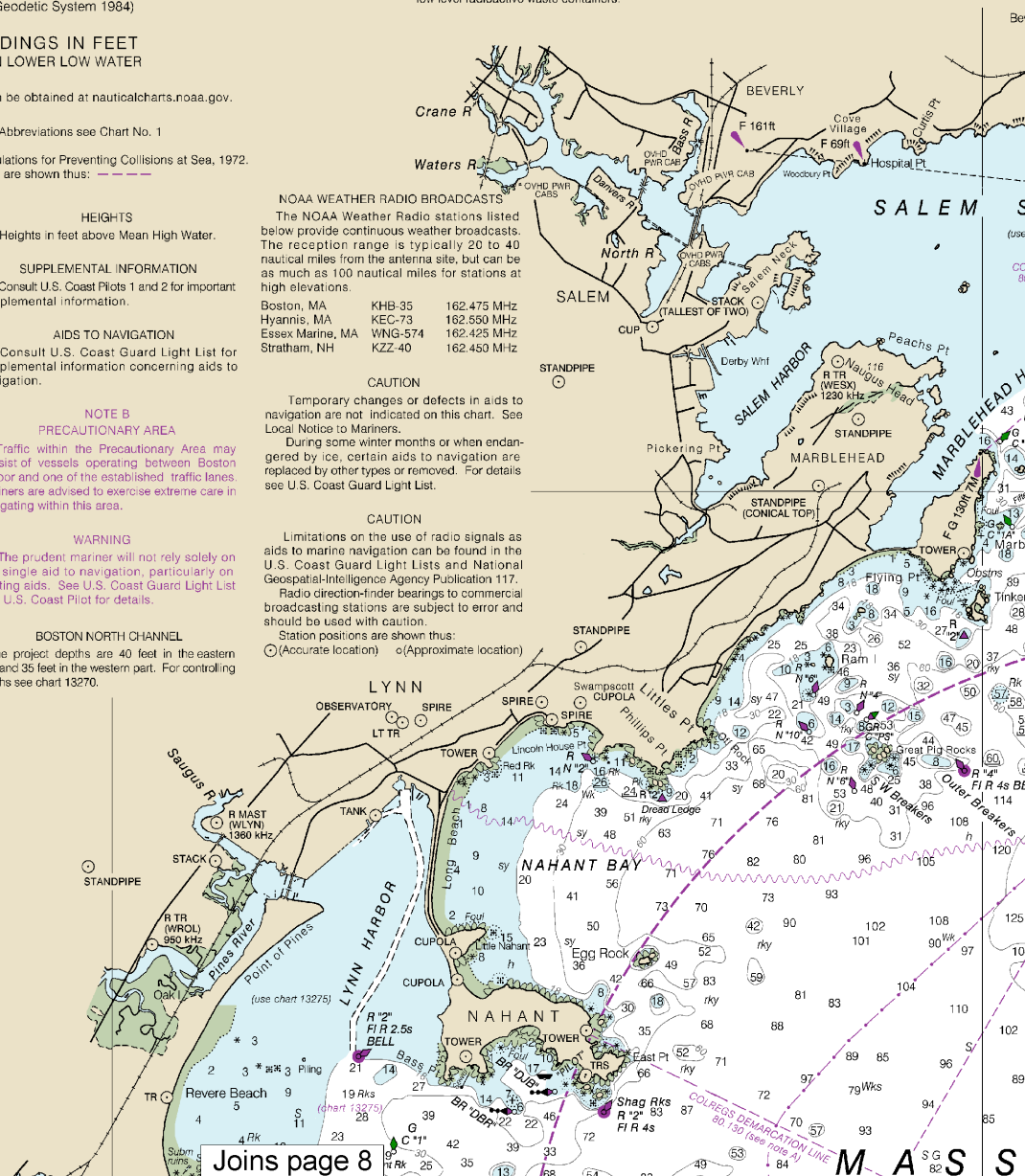
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

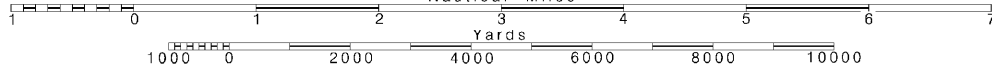


Joins page 8

Printed at reduced scale.

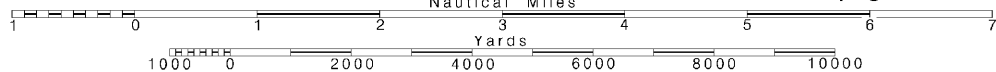
SCALE 1:80,000

See Note on page 5.



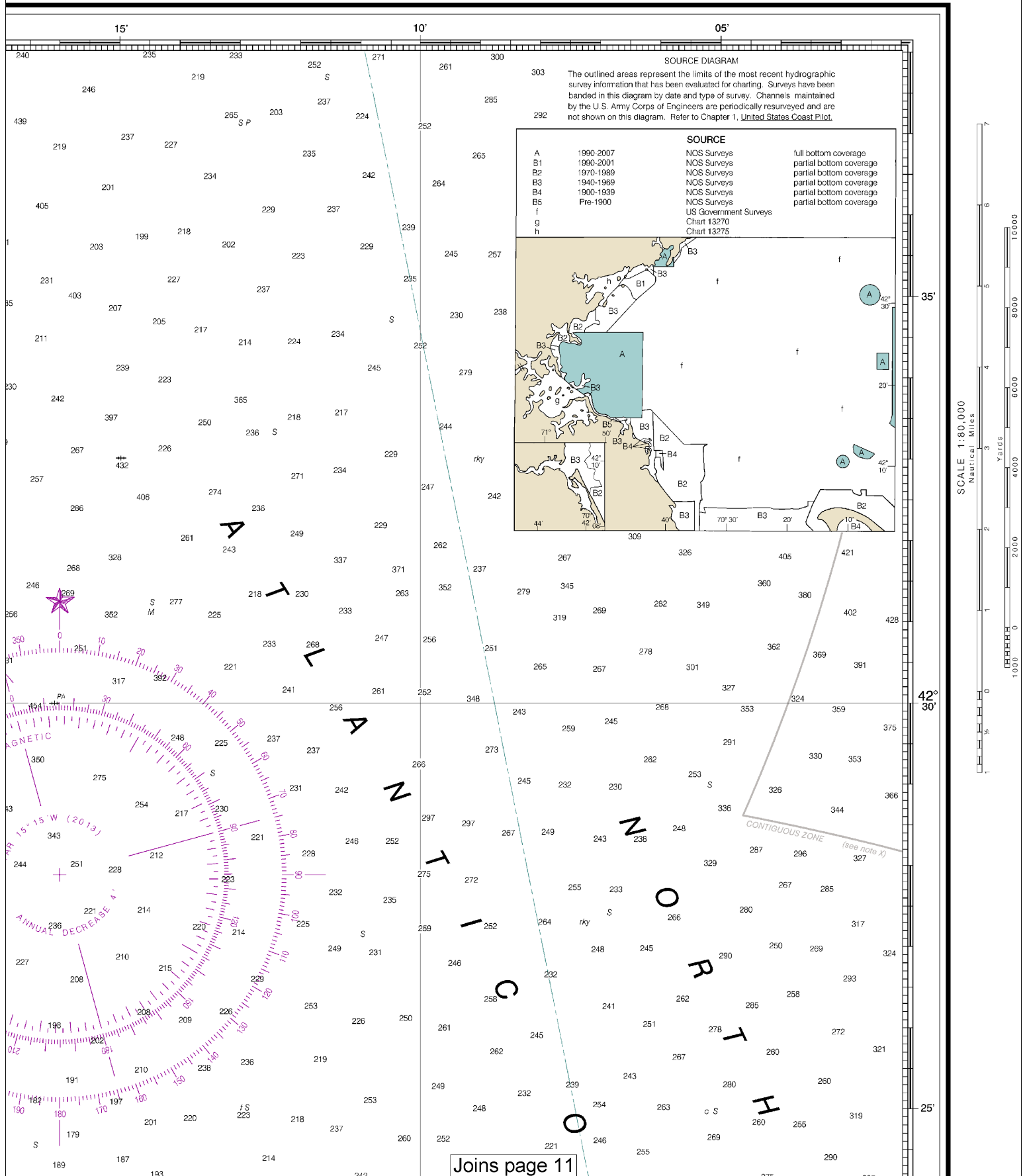
Note: Chart grid lines are aligned with true north.

# 5

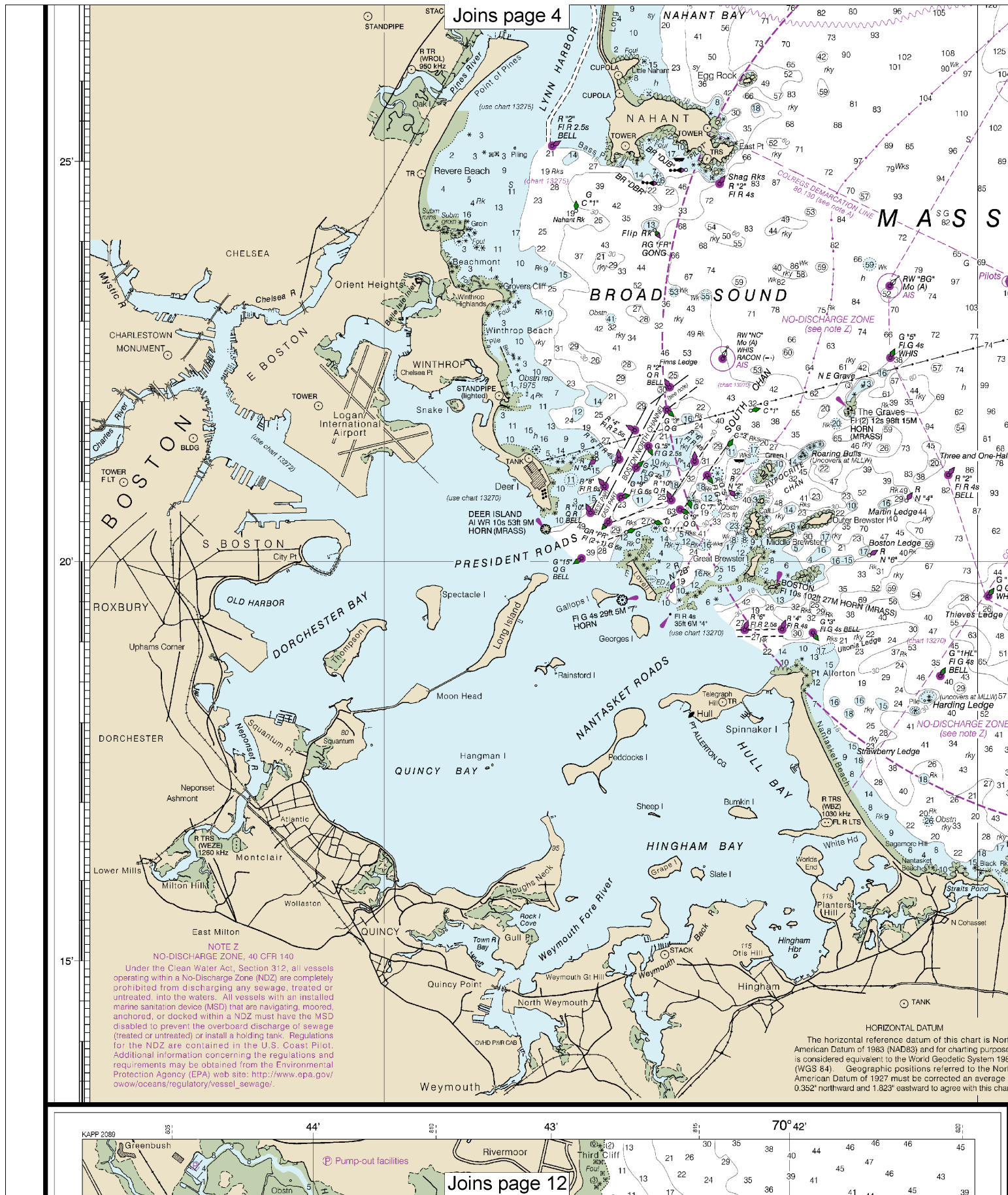




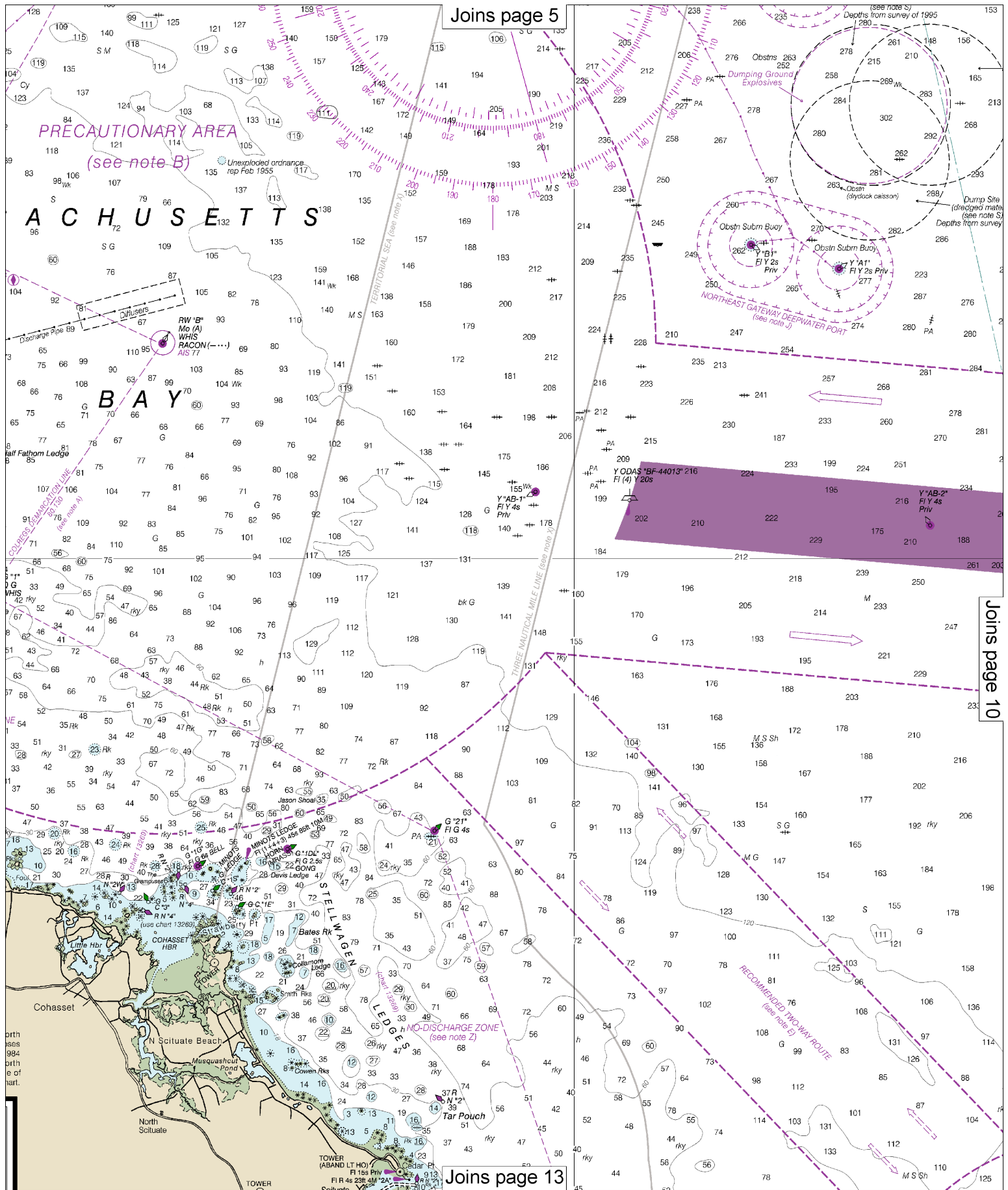
## SOUNDINGS IN FEET



Last Correction: 6/23/2016. Cleared through:  
 NM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



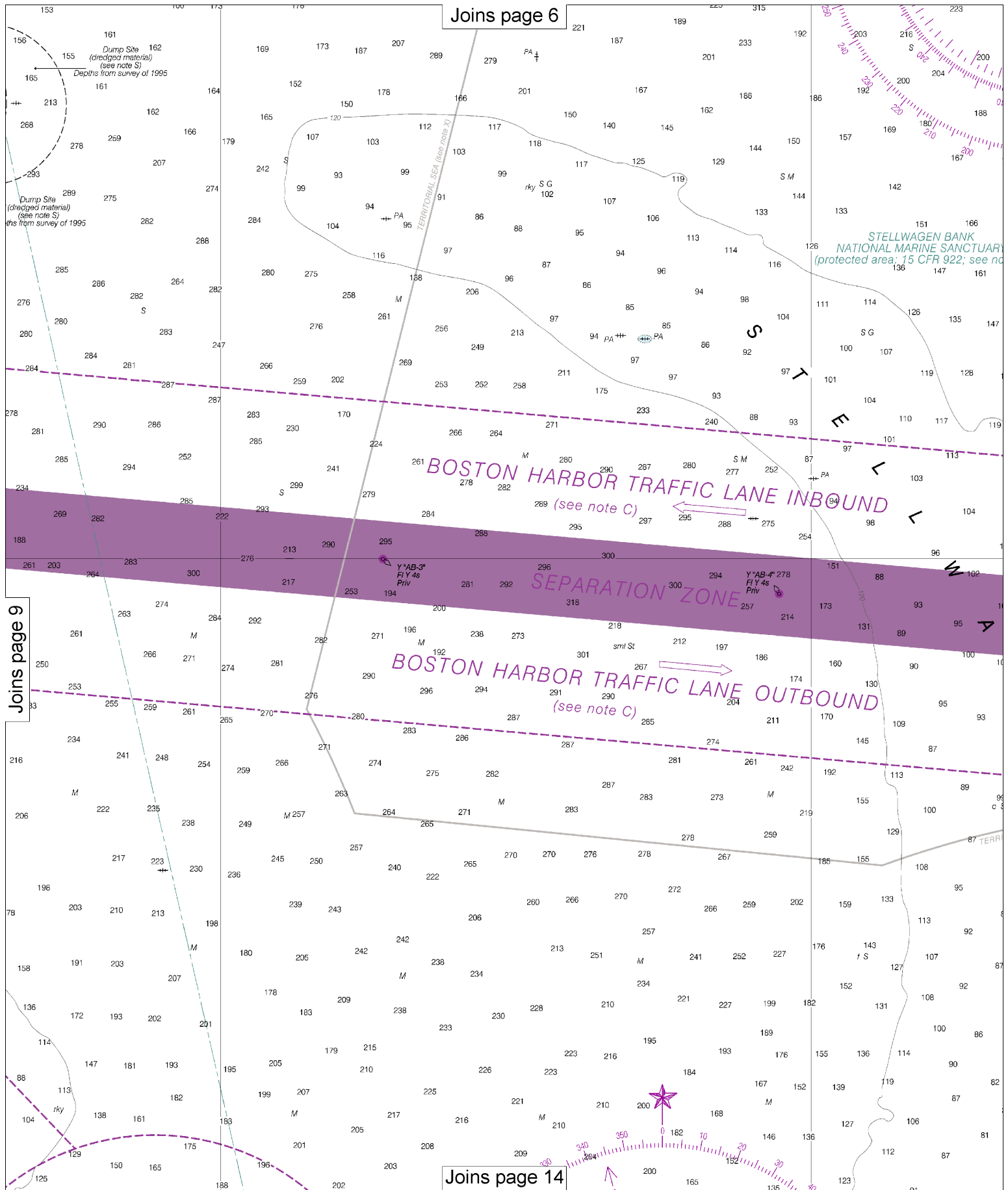




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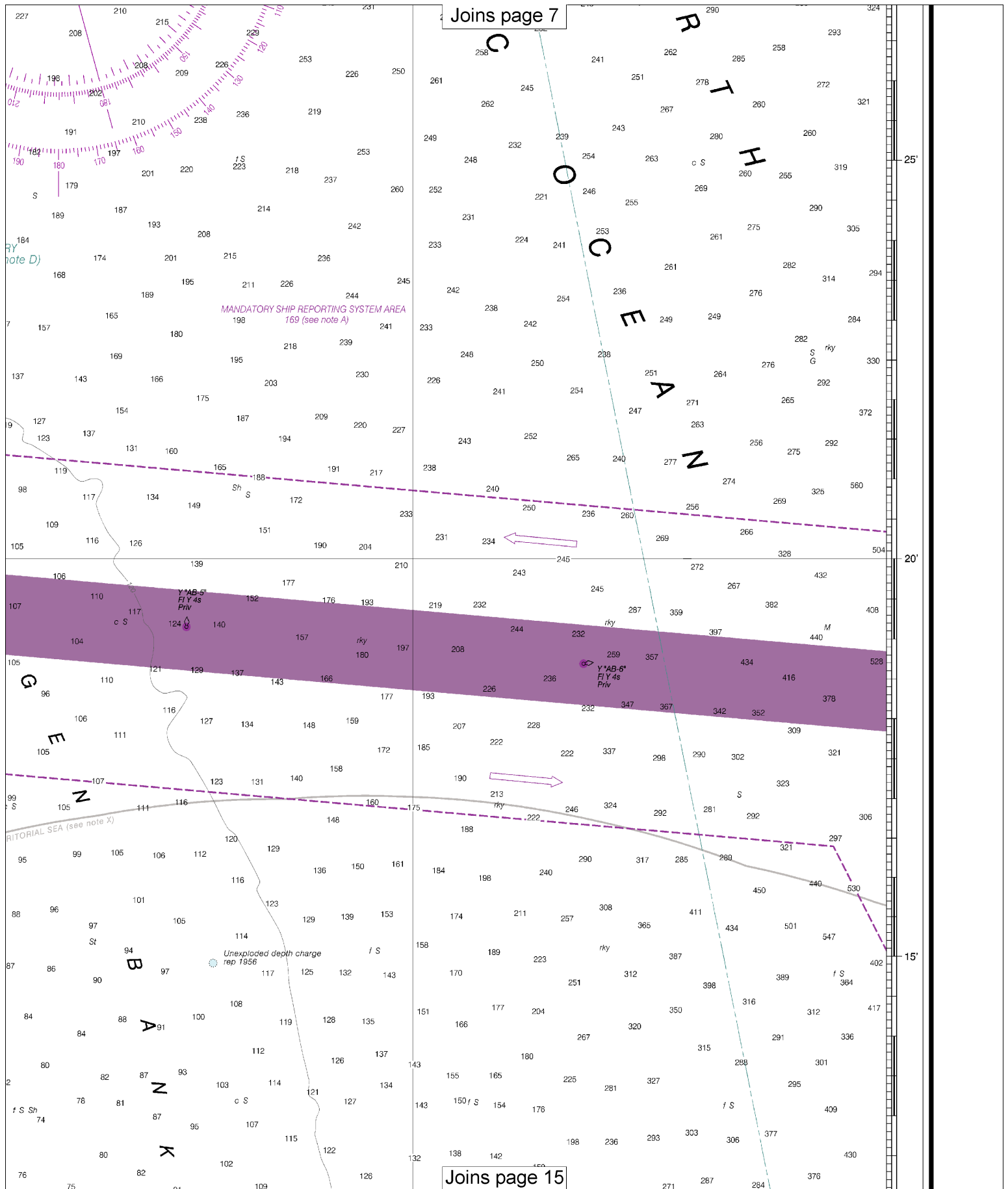
Joins page 10

Joins page 13



10

Note: Chart grid lines are aligned with true north.

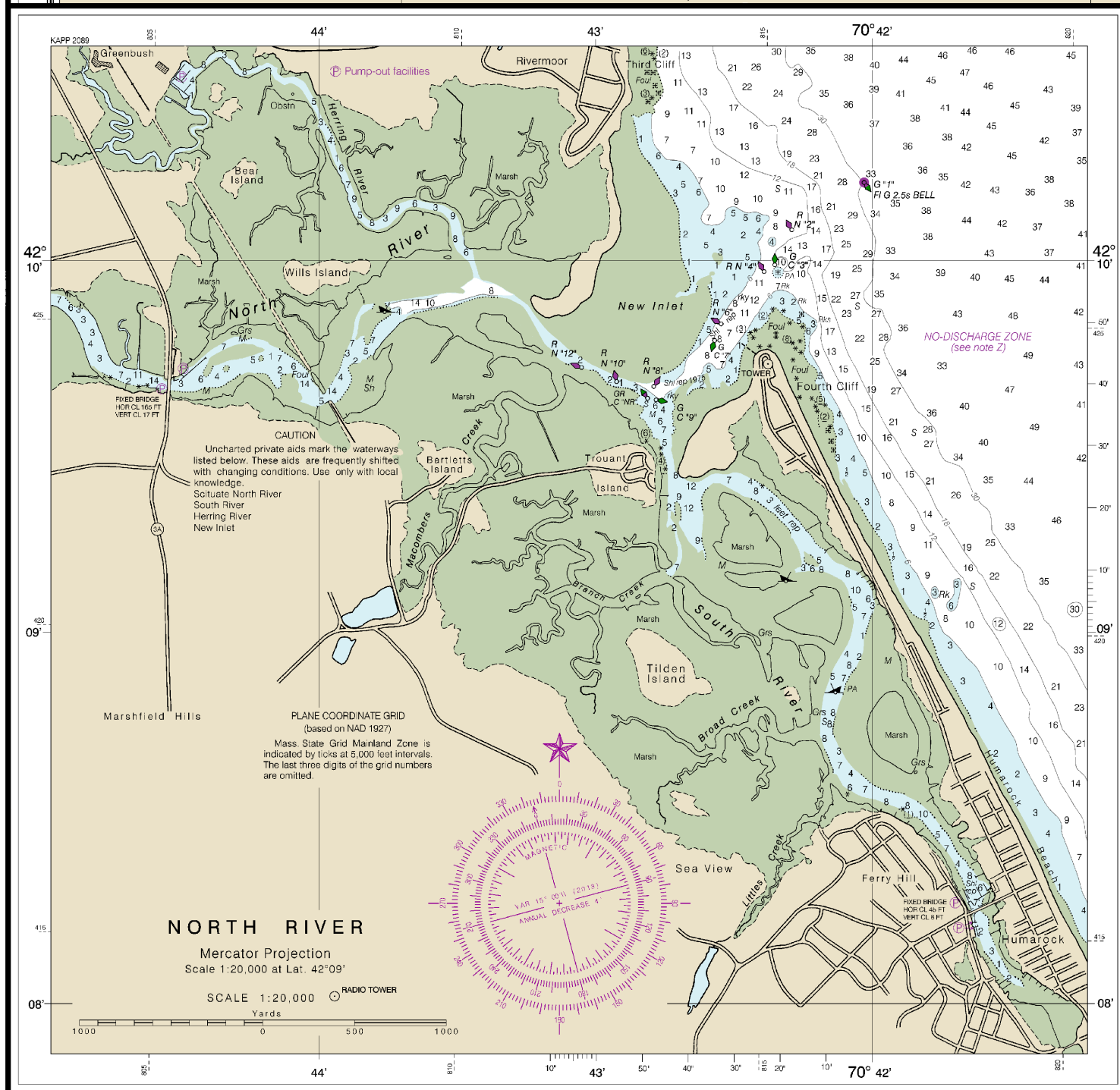




operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

Joins page 8

HORIZONTAL DATUM  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD83) and for charting purpose is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average 0.352' northward and 1.823' eastward to agree with this chart.



36th Ed., Sep./13

13267

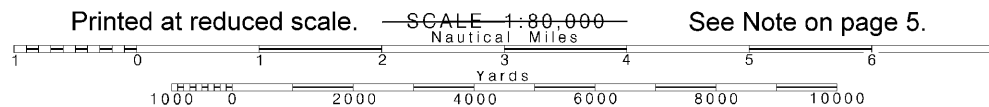
CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 6/23/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUNDINGS IN FEET

12

Note: Chart grid lines are aligned with true north.



See Note on page 5.

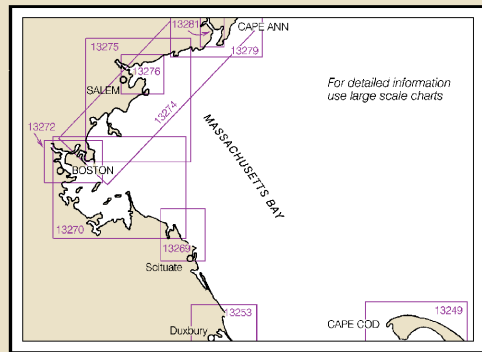
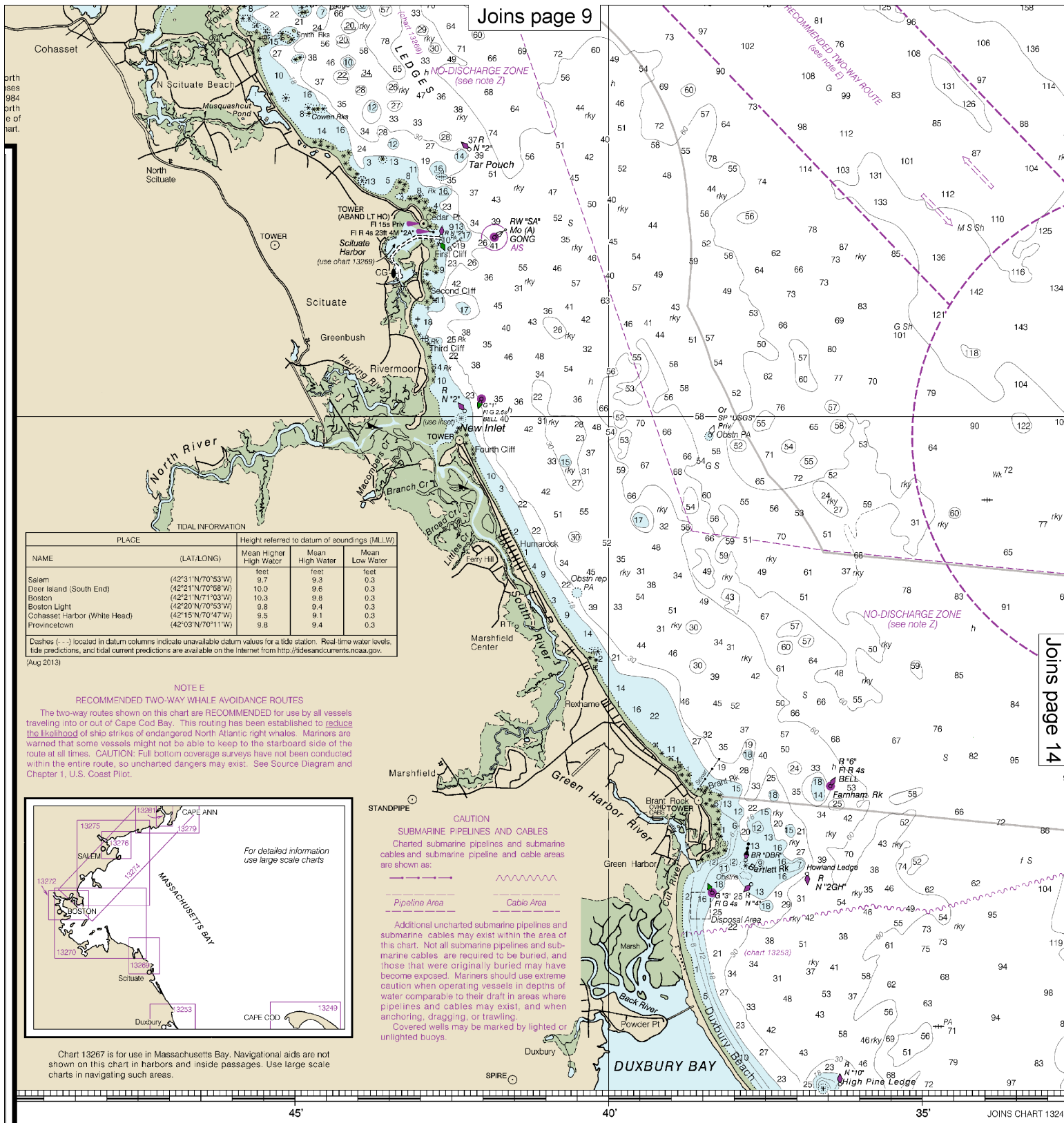
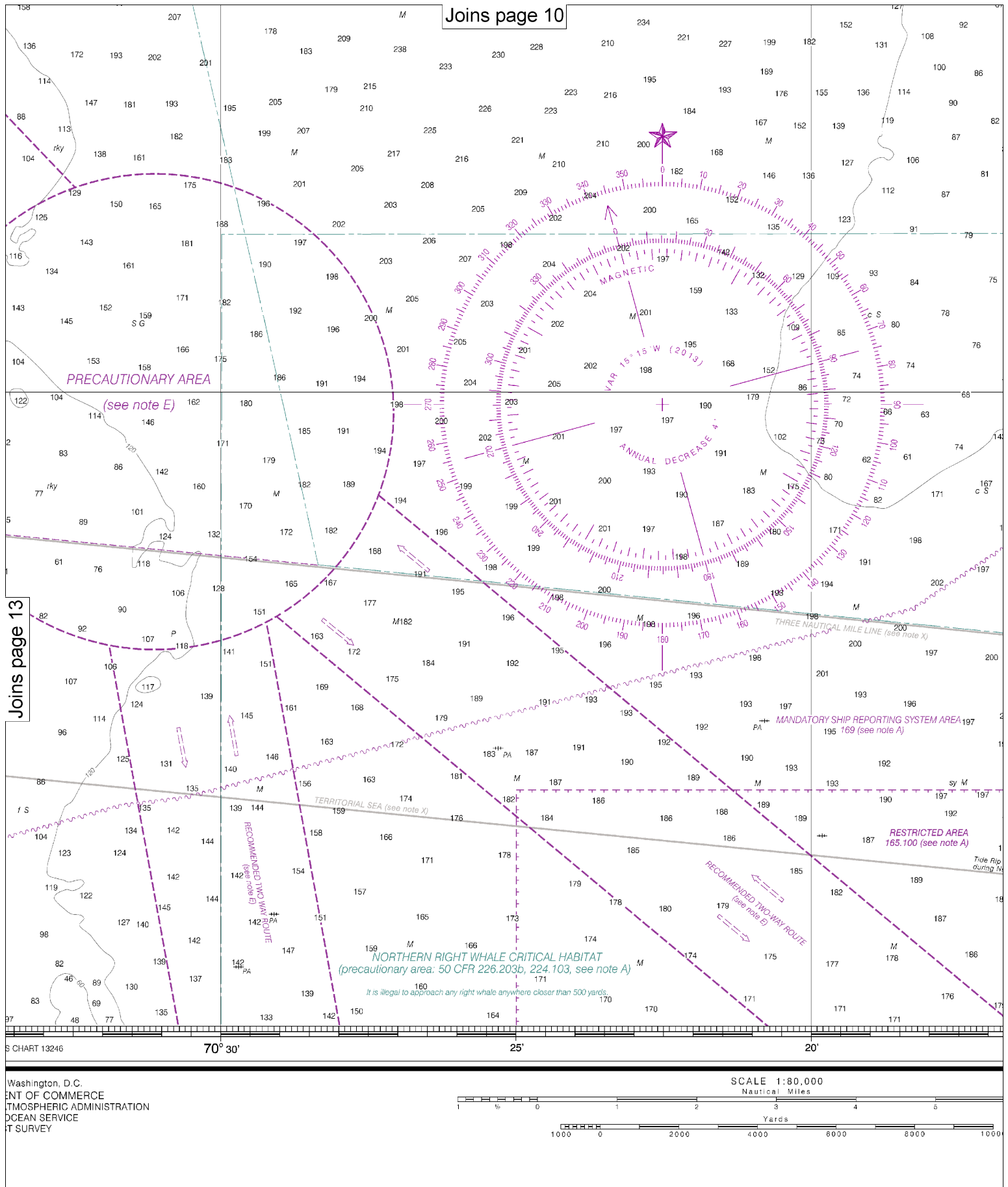


Chart 13267 is for use in Massachusetts Bay. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

| FATHOMS | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FEET    | 6 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 | 102 |
| METERS  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17  |

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

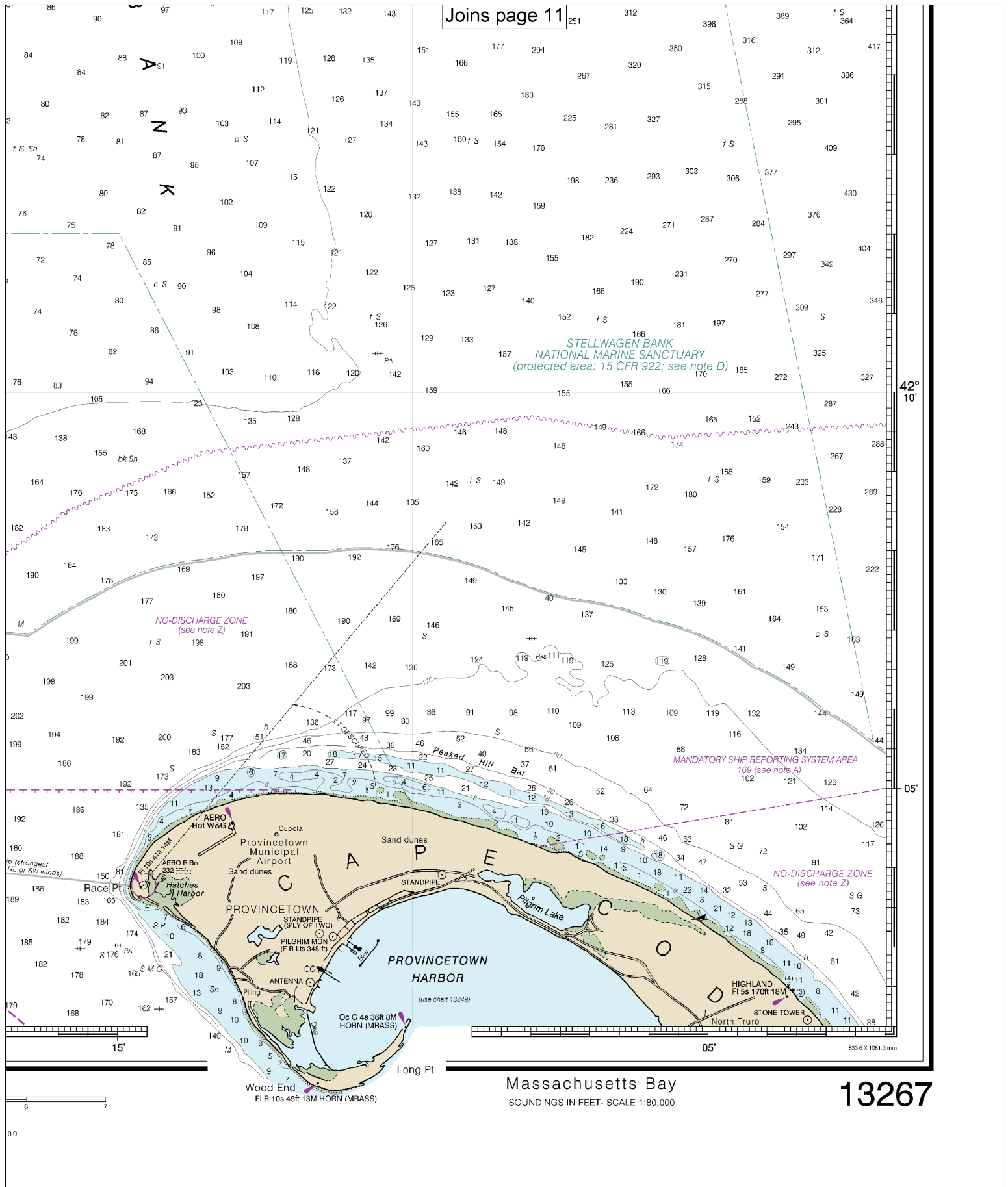
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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Note: Chart grid lines are aligned with true north.

See Note on page 5.







EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

|   |   |   |
|---|---|---|
| Nautical chart related products and information | — | <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>   |
| Interactive chart catalog                       | — | <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>                   |
| Report a chart discrepancy                      | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>                               |
| Chart and chart related inquiries and comments  | — | <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a> |
| Chart updates (LNM and NM corrections)          | — | <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>               |
| Coast Pilot online                              | — | <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>                         |
| Tides and Currents                              | — | <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>   |
| Marine Forecasts                                | — | <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>   |
| National Data Buoy Center                       | — | <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>   |
| NowCoast web portal for coastal conditions      | — | <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>   |
| National Weather Service                        | — | <a href="http://www.weather.gov/">http://www.weather.gov/</a>   |
| National Hurricane Center                       | — | <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>   |
| Pacific Tsunami Warning Center                  | — | <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>   |
| Contact Us                                      | — | <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>                           |



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